

Appropriations Requests-FY2011

Tuesday, 16 March 2010

Below you will find a list of the appropriations requests I have made on behalf of California's thirteenth district for fiscal year 2011. These requests are alphabetized under each appropriations bill, and are not in order of priority.

Each of the following requests lists: the proposed recipient(s) for the project, the funding amount requested, the appropriate address for each request, and a description of the project. If the recipient has a website, you can access it by clicking on the title of the recipient.

This webpage will be updated if and when the President passes the FY11 appropriations bills into law.

Please click on one of the appropriations bills below to see my requests for a specific appropriations bill, or scroll down to see the full list of requests.

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COMMERCE-JUSTICE-SCIENCE

East Bay Regional Communications System (\$3,000,000) – Requested by Alameda County, the City of Alameda, the Tri-Valley Cities, and East Bay Regional Communications System Authority, 4985 Broder Blvd, Dublin CA 94568. This funding will be used to build and operate a state-of-the-art P25-compliant communications system for the public agencies within the Alameda and Contra Costa Counties. To date, a digital master site controller (the system central processor) has been purchased and installed, and a microwave network connecting the sites has been purchased with installation in process. Additional equipment has been purchased for 12 of the sites and is in the process of installation. The system will have 36 repeater sites and will help the 2.5 million residents of both Alameda and Contra Costa counties when completed. Federal funding, as being requested in FY11, is critical to ensuring that an interoperable system can be built. These funds will help to establish an interoperable communications system potentially serving over 8 million people.

Emergency Communications Upgrades (\$584,563) – Requested by the City of Hayward, 777 B Street, Hayward CA 94541. The City Hayward is respectfully requesting \$584,563 in funds to purchase radio equipment to significantly upgrade the City's current emergency communications to provide for significantly improved interoperability capabilities. The requested funds will upgrade and replace existing radio equipment and provide first responders with radios, enhancing responder and public safety, and ensuring that during a disaster, every responder will have a method of communicating.

Public Safety Building Expansion (\$3,000,000) – Requested by the City of San Leandro, 835 East 14th Street, San Leandro CA 94577. The communication center of the San Leandro Police Department must be expanded to provide services to the citizens and police officers now and in the future. Expanding technology, workspace ergonomics, accessibility, and the increased staffing required to handle cellular 911 calls are a few of the critical reasons that a new communication center is badly needed. Currently, cellular 911 calls are received at a local Highway Patrol dispatch center before being re-routed to San Leandro.

Public Safety Interoperability Program (\$1,600,000) – Requested by the City of Newark, 37101 Newark Blvd, Newark CA 94560. The Newark Police Department intends to purchase required radio equipment to meet Project 25 standards being implemented within our county. Federal funding for this project will allow emergency responders to communicate across jurisdiction, to respond to day-to-day incidents, as well as, a more cohesive response to large-scale emergencies. The implementation of this project will impact public safety in a positive manner as the ability to communicate with local agencies will enhance officers' awareness of local crime trends and create a united front in the case of regional incidents.

School Resource Officer Program (\$150,000) – Requested by the City of Newark, 37101 Newark Blvd, Newark CA 94560. The Newark Police Department, in collaboration with the Newark Unified School District, established a School Resource Officer (SRO) program in 1988, as well as a Gang Resistance Education And Training (GREAT) program in 2000. The GREAT Officer presents the GREAT curriculum in an effort to educate youth about the dangers associated with joining street gangs and participating in violent crimes, as well as informally interacting with youth on the playground and between classes to promote a positive image of law enforcement.

DEFENSE

Fleet Industrial Supply Center Infrastructure Improvements (\$4,700,000) – Requested by the City of Alameda, 2263 Santa Clara Avenue, Room 320, Alameda CA 94501. This funding will be used to open up the waterfront of the City's former navy base (now known as Alameda Landing) to Alameda residents and regional open space enthusiasts and is a key feature of the Alameda Landing development. The Landing is being developed as a mixed-use waterfront project that will include 400,000 square feet of office space, 300,000 square feet of retail uses, 300 new homes (of which 25% will be affordable to very low-, low- and moderate-income families), and ten acres of open space and waterfront promenade. The waterfront was closed to civilians during its years in military use. The primary feature of the waterfront is a 3,200-foot-long concrete pile-supported wharf that runs the length of Alameda Landing.

ENERGY-WATER

Bay Farm Island Dike (\$2,125,000) – Requested by the City of Alameda , 2263 Santa Clara Avenue, Room 320, Alameda CA 94501. Funding will be used for improvements to the City of Alameda's dikes and floodwalls, to protect the city during severe storms. This project will benefit taxpayers because it will reduce the threat of flooding and thus, reduce the potential costs to taxpayers for property damage resulting from such flooding. The City conducted an assessment of the damages that could be caused should another storm strike and estimates a potential total of \$65 million in damages. This would devastate the island community.

Estudillo Canal (\$320,000) – Requested by the Alameda County Public Works Agency , 399 Elmhurst Street, Hayward CA 94544. The United States Army Corps of Engineers (USACE) Reconnaissance Study on the Estudillo Canal was completed in October 2004. The project is currently in the beginning of the sixth fiscal year (2010-11) of the Feasibility Study phase, which will determine the extent of Federal interest in providing flood damage reduction in the study area. The ultimate goals of the project are the following: a) to enable the District to submit to FEMA a Letter of Map Revision (LOMR) application to remove the FEMA 100-year flood plain designation in the study area; b) to provide increased flood protection to approximately 1,800 residential properties in the City of San Leandro, and c) to minimize property damage in the community and disruption to the daily lives of residents.

OAK Airport Perimeter Dike Improvements Initial Study (\$500,000) – Requested by the Port of Oakland, 530 Water Street, Oakland CA 94607. The Airport Perimeter Dike Improvements Project involves repairing and improving the perimeter dike that surrounds the south airfield and serves as the flood protection system for the airport and surrounding areas. The dike was constructed as part of the original airfield development in the late 1950s with dredged bay mud, and then the enclosed area was then "reclaimed" by filling it with hydraulically placed sand fill. The improvement of this critical infrastructure is vital in order to protect Oakland International Airport and the surrounding areas against flooding via a breach and/or over-topping due to storm or seismic events, and it is critical to public safety

that Oakland International Airport remains in continuous operation, especially after a seismic event that could affect the regional transportation network.

San Lorenzo Creek (\$500,000) – Requested by the Alameda County Public Works Agency, 399 Elmhurst Street, Hayward CA 94544. This request will begin preliminary engineering for a project to implement improvements which will provide increased flood protection to contain the updated 100-year design flow within San Lorenzo Creek, reduce potential for future flooding, enable the District to apply to FEMA with a Letter of Map Revision to remove the 100-year floodplain designation, and eliminate the mandatory requirement to purchase flood insurance for affected residents. There are approximately 1,800 parcels that are located in the new FEMA high hazard flood zone. Proposed improvements include: raising the Don Castro Dam 5 feet, modifying the outfall structure, de-silting at Don Castro Reservoir at the upstream end, and constructing floodwalls along the downstream of San Lorenzo Creek.

FINANCIAL SERVICES

Small Business Development Loan Program (\$250,000) – Requested by the City of Hayward, 777 B Street, Hayward CA 94541. This funding will be used for a Small Business Development Loan Program. The purpose of these loans is to enable businesses to create job opportunities, particularly for low and moderate-income applicants. The applicant business must match \$2.00 of financing through private loans and/or infusions of equity with every \$1.00 of the City Loan. The City loan will be utilized to provide gap financing to make the project work. The maximum City loan will be \$50,000 per applicant.

HOMELAND SECURITY

San Lorenzo Creek Flood Control (\$750,000) – Requested by the Alameda County Public Works Agency, 399 Elmhurst Street, Hayward CA 94544. Funding will be used for analyses and evaluations for project design to implement improvements which will provide increased flood protection to contain the updated 100-year design flow within San Lorenzo Creek, reduce potential for future flooding, enable the District to apply to FEMA with a Letter of Map Revision to remove the 100-year floodplain designation, and eliminate the mandatory requirement to purchase flood insurance for affected residents. Proposed improvements include: raising the Don Castro Dam 5 feet, modifying the outfall structure, de-silting at Don Castro Reservoir at the upstream end, and constructing floodwalls along the downstream of San Lorenzo Creek.

INTERIOR-ENVIRONMENT

San Francisco Bay Area Regional Water Recycling Program (\$16,112,200) – Requested by the Bay Area Clean Water Agencies, 2500 Pittsburgh-Antioch Highway, Antioch CA 94509. Funds will be used for the San Francisco Bay Area Regional Water Recycling Program, which will develop and expand the use of recycled water to augment surface water supplies in the Bay-Delta region. These projects will help to preserve overdrawn river and groundwater supplies, protect the environment, and improve the overall security and reliability of the area's water systems.

South San Francisco Bay Salt Ponds Restoration (Fish and Wildlife Service) (\$3,500,000) – Requested by the California State Coastal Conservancy, 1330 Broadway, 13th Floor, Oakland CA 94612. The requested funding would be utilized to further the South San Francisco Bay Salt Ponds Restoration Project, the second largest wetlands restoration project in the United States. This would provide dramatic benefits to the region, state and nation by transforming 15,100 acres of salt ponds formerly owned by the Cargill Corporation into a vibrant wetlands area that will provide extensive habitat for federally endangered birds, fish and other wildlife. In addition, the project will improve wildlife oriented recreational opportunities including fishing, hunting, environmental education and bird watching. All local project sponsors are committed to working with the Corps of Engineers, Fish and Wildlife Service and other federal agencies through project completion.

South San Francisco Bay Salt Ponds Restoration (U.S. Geological Survey) (\$1,000,000) – Requested by the California State Coastal Conservancy, 1330 Broadway, 13th Floor, Oakland CA 94612. The requested funding will be utilized to further the South San Francisco Bay Salt Ponds Restoration Project, the second largest wetlands restoration project in the United States. This would provide dramatic benefits to the region, state and nation by transforming 15,100 acres of salt ponds formerly owned by the Cargill Corporation into a vibrant wetlands area that will provide extensive habitat for federally endangered birds, fish and wildlife. In addition, the project will improve wildlife oriented recreational opportunities including fishing, hunting, environmental education and bird watching. All local project sponsors are committed to working with the Corps of Engineers, Fish and Wildlife Service and other federal agencies through project completion.

LABOR-HEALTH AND HUMAN SERVICES

AC Green Program (\$241,080) – Requested by the Alameda County Associated Community Action Program, 24100 Amador Street, Hayward CA 94544. The Alameda County Associated Community services Program would coordinate on-the-job training for green employment throughout Alameda County and neighboring counties. With employer resources at an all time low, it is necessary to provide a steady source of on-the-job training so that the unemployed have the hands-on experience to secure gainful employment. By partnering with local community colleges and making use of its long term partnership with the Alameda County Workforce Investment Board, ACAP will provide a robust training program that will meet the ambitious demands of the Obama Administration's Green Initiative.

AC VETS (\$235,956) – Requested by the Alameda County Associated Community Action Program, 24100 Amador Street, Hayward CA 94544. This funding would be used for the Alameda County Veterans Employment, Training, and Support program. The Associated Community Action Program of Alameda County (ACAP) will provide veterans services in Alameda and surrounding counties, using a multi-systemic, collaborative approach with a broad

network of public and nonprofit partners. ACAP is the Community Action Agency for Alameda County, federally mandated to combat poverty and serve those most in need, through direct services and the re-granting of Community Services Block Grant funds distributed through the California Department of Community Services and Development (CSD). ACAP plans to enroll 120 veterans in AC VETS and place 80 of them in employment during the project performance period. ACAP will serve as the lead agency and program coordinator, working with County agencies, city governments, and nonprofits to enroll, train, and place participants. ACAP will also provide limited direct services to clients and serve as policy liaison with multiple countywide initiatives and boards.

After School Recreation and Ash Street Park Summer Recreation Program (\$100,000) – Requested by the City of Newark, 37101 Newark Blvd., Newark CA 94560. These two programs will provide free after school and summer recreation opportunities for Newark youth. After School Recreation is a partnership between the City and School District. Daily activities will include healthy snacks, arts and crafts, sports, games and homework assistance. A. This project is important to the local community because it will provide free, quality recreation programs and services that due to budget reductions have been discontinued or reduced. Funding for this project will enable disadvantaged and at-risk youth to engage in programs that build self-esteem, improve physical fitness and strengthen social and emotional growth in a safe and nurturing environment. Without this source of funding, the After School Recreation and summer Ash Street programs could not be held. Federal funding is needed since other funding sources have been eliminated. The After School Recreation program serves school-aged youth in K through 6th grades. The Summer Ash Street program serves low-income youth ages 5-15. The summer Ash Street Recreation program serves approximately 200 youth. The After School Recreation program can accommodate up to 360 youth at 6 program sites.

Building Equitable Systems for All Students in Fremont Unified School District (\$350,000) – Requested by Pivot Learning Partners, 181 Fremont Street, 2nd Floor, San Francisco CA 94105. Pivot Learning Partners is a nonprofit education reform organization with a fifteen-year track record of turning around underperforming schools and districts through research-based training and coaching to education leaders – board members, superintendents and district staff, principals, and teacher leaders. With a key focus on systems change, the combination of professional development and dedicated follow-up coaching helps education leaders build capacity within their schools and districts to raise student achievement and narrow the achievement gap. This is the approach Pivot Learning Partners has employed over the past four years in partnership with Fremont Unified School District in the 13th Congressional District, with a particular focus on equity. Although Fremont, which serves 32,000 students, compares favorably with similar-sized districts on general achievement indicators, the district continues to struggle to narrow the persistent achievement gap for Hispanic/Latino, African-American, and English language learner students. Pivot Learning Partners will provide customized support in Fremont Unified School District to help build the capacity of the district and its staff to put in place the strategies, systems, and processes that can turn the district into a high-performing organization in which all students have equal opportunities to succeed. Provided over the course of the 2010-11 school year, these services will encompass professional development for Fremont Unified principals, teacher leaders, and district staff around equitable systems to enhance teaching and learning, coaching for principals of low-performing schools and key district staff, and support around analyzing data and monitoring student test results on a regular basis. Due to California's recent and ongoing fiscal crisis, Fremont will continue to face increased pressure for improvement with less and declining resources. This situation threatens not only to offset the great gains made through this partnership, but also to pose serious challenges to a district already beset by numerous challenges. Continued federal support is critical in enabling Fremont and Pivot Learning Partners to build on the progress Pivot has made over the last four years and help build on and expand their work together to turn the district into a high-performing organization in which all students can be successful.

Cal State East Bay Mathematics Achievement Academies (\$141,490) – Requested by California State University East Bay, 25800 Carlos Bee Blvd., Hayward CA 94542. The academies are administered through partnerships with California State University, East Bay – www.csueastbay.edu - and regional educational agencies, school districts, and faith-based organizations. Funding for the initial academies principally came from the university budget and private support. The Alameda County Collaborative for Learning and Instruction in Mathematics (ACCLAIM), a CSU-sponsored mathematics professional development program for K-12 teachers, will train all teacher participants. Web site: <http://www.sci.csueastbay.edu/ACCLAIM/Site/Home.html> Partners in ACCLAIM include the Alameda County Office of Education, serving 18 school districts. Among the facilities used will be public school locations that are vacant in the summer months. The academies create a three-year pathway for students to progress in their school mathematics program of Algebra I, Geometry, and Algebra II as a minimum. The purpose is to have students complete the program having passed the CSU's Entry Level Math test, which will drastically lower the need for CSU remediation

coursework. In 2008, 64 percent of students completing both the pre and post test experienced an increase in their total scores for these exams. Scores and other data for 2009 are still under analysis, but early assessment indicates that results will be similarly positive. Cal State East Bay seeks support to expand the program through the involvement of the Alameda County Collaborative for Learning and Instruction in Mathematics, a partnership between Alameda County Office of Education, CSUEB, and Chabot College. It focuses on supporting K-12 teachers of math, offering institutes to improve classroom effectiveness and maintain currency of math skills and teaching methods.

Emancipated Youth Support Program (\$500,000) – Requested by the Alameda County Social Services Agency, 2000 San Pablo Avenue, Oakland CA 94612. The Alameda County Independent Living Skills program and its community partners will expand its current case management approach by providing additional intensive support and attention to newly emancipated foster youth between the ages of 18 and 21 to achieve success as they transition to adulthood. The critical needs of former foster youth revolve around housing, transportation and education and the financial ability to cover associated costs. Since 1999 Alameda County's Independent Living Skills Program (ILSP) has been able to provide direct services to newly emancipated foster youth in these areas. However, in the current fiscal year and for the foreseeable future, California has eliminated the Emancipated Youth Stipend, which was previously used to provide support these efforts. With approximately 300 youth emancipating from foster care in Alameda County every year, there are many unmet needs for this population.

Fremont Learning Corridor – Design and Trails (\$900,000) – Requested by the City of Fremont, 3300 Capitol Ave, Bld B, Fremont CA 94537. The City of Fremont is requesting funds to enhance a corridor along the Hayward Fault to be used as part of a local and regional training center for educators and their students. This 5 mile region shows evidence of movement along the Hayward Fault, which is one of 10 faults in the world that shows this creep feature (9 mm per year on the surface). The U.S. Geological Survey considers this area one of the most dangerous faults in northern California, with prediction of a major earthquake (7 or greater) to occur within the next 30 years. The City of Fremont recently purchased that was the famous quarry where the "boy paleontologists" and scientists discovered the mammoths, sabertooth cats, and other extinct mammals that defined the beginning of the Pleistocene (Ice Age). Funds for this request would be used to design a historic park that will include an active dig site along Mammoth and Sabercat Creek. Service Learning and Community Service in cooperation with the Fremont Unified School District will help with restoration of the creek. Fremont has a long history of working with partners to design restoration projects.

Technology Opportunities Program for Schools (\$209,314) – Requested by the City of Hayward, 777 B Street, Hayward CA 94541. The Technology Opportunities Program for Schools, Neighborhoods and Libraries (“TOP Schools, Neighborhoods, and Libraries”) will utilize emerging and existing technologies – including library book vending machines, broadband internet /wifi access, and low-cost netbook computers - to create new public computing / library service centers geared to the needs of school children and their families. The centers will be located in three low-performing public schools in Hayward – two elementary schools and one middle school - and will provide a range of high-demand after-school services to the public: academic tutoring for grades K-12 (available both in-house at the centers and online), internet/wifi access, netbook computers for loan/check out, and automated library book vending machines for the loan of library books and other study materials. The TOP Schools, Neighborhoods, and Libraries project will be jointly operated by City of Hayward/Hayward Public Library and Hayward Unified School District, with the library managing programs & equipment, and the school district managing facilities, security and infrastructure. The new centers will replicate and expand upon the successful program model established by the library's After School Homework Centers (originally funded by a U.S. Department of Education grant award to the City of Hayward in the Appropriations Act of 2008), which currently operate in both of Hayward's two public library facilities.

TRANSPORTATION-HOUSING-URBAN DEVELOPMENT

Alameda Citywide Bus Shelters (\$276,000) – Requested by the City of Alameda, 2263 Santa Clara Avenue, Room 320, Alameda CA 94501. The City of Alameda has developed a program with the goal of installing bus shelters and amenities at 24 high ridership bus stop locations throughout the City. The first phase of this program, which included the installation of 6 shelters, was completed in April 2005; this phase of the program was accomplished with the assistance of Alamedans for Responsible Transit Shelter (ARTS), a local non-profit public benefit corporation. The remaining 18 locations were approved by the City Council after an in-depth public involvement process. Since this time the City has installed 3 shelters leaving 15 shelters to be completed.

Alameda Housing Authority Moving to Work Program (Report Language) – Requested by the Housing Authority of the City of Alameda, 701 Atlantic Avenue, Alameda CA 94501. HUD initiated the Moving to Work program in 1996 tasking HUD with identifying replicable models for reducing costs and achieving greater cost effectiveness, providing work incentives to promote resident self-sufficiency, and increasing housing choices for low-income families. The Housing Authority of the City of Alameda (AHA) provides federally-subsidized housing assistance to low-income Alamedans. The AHA assists nearly 2000 households with an average income that is 22% of the median family income for Alameda County. Most families are assisted through the Section 8 Housing Choice Voucher program in which the AHA is a HUD-designated High Performer. Alameda is home to a former Naval Air Station (NAS). It has many development challenges. In 1997, HUD approved a Homeless Accommodation, including 200 units of former military housing. The non-profit Alameda Point Collaborative (APC) operates the service-enriched housing, providing job training/placement and other job readiness activities for the population. MTW will give the AHA the flexibility to partner with APC and expand those services. The AHA will be able to run a more effective Section 8 Program based on local conditions, and to establish more cost-effective and creative partnerships using federal, state, and local resources to expand affordable housing options near employment opportunities.

BART Station Access Improvement Project (\$4,000,000) – Requested by the Alameda County Congestion Management Agency and the City of Fremont, P.O. Box 5006, Fremont CA 94537. After 30 years of planning and acquiring the necessary funding, the 5.4 mile BART extension from Central Fremont to Warm Springs is under construction. The new Warm Springs BART station will open in late 2014. To access the BART station, either by car, bicycle or on foot, patrons must use Warm Springs Boulevard. Unfortunately, Warm Springs Boulevard is a two-lane, unimproved City street with no continuous sidewalks, bike lanes, streetlights or curb and gutter. The BART project will improve Warm Springs Boulevard immediately in front of the station parking lot, but the primary access from the south, from which most of the patrons are expected to arrive, will not be improved by the BART project, overloading the street system and providing no safe access for bicycles and pedestrians. To ensure the City has sufficient funding with which to provide the necessary improvements to Warm Springs Boulevard, the City is requesting \$4 million of federal funding to be matched with \$1 million of City funding to improve Warm Springs Boulevard between the BART station, and State Route 262. Specifically, the project will design the necessary improvements, acquire the private property (strips of land, no businesses or homes will be removed) and construct the improvements in order to widen Warm Springs Boulevard to four roadway lanes (two in each direction), add bicycle lanes in both directions, and provide curb, gutter, sidewalk and street lighting on both sides of the street.

Crossings Child Care and Early Education Center at The Alameda (\$350,000) – Requested by the Alameda County Board of Supervisors and the BRIDGE Housing Corporation, 345 Spear Street, Suite 700, San Francisco CA 94105. Creation of a quality affordable child care and early education center in The Alameda will serve a critical need of working families and their children in San Leandro and neighboring Alameda County cities while providing an innovative program that could be replicated nationally. The Alameda is located within the San Leandro Crossings, a master planned, mixed-income residential development being built adjacent to the Downtown San Leandro Bay Area Rapid Transit (BART) Station. It is part of the City of San Leandro's Transit Oriented Development (TOD) Strategy Area adopted in 2007. With the site's close proximity to some of the City's largest employers, the child care center will not only benefit the low-income families residing at the affordable housing rental property but also employees who need reliable child care. Additionally, the site location will encourage increased use of mass transit. This project will provide a model that addresses pressing community needs through the nexus of childcare, affordable housing and public transportation.

East 14th Street/Hesperian Boulevard/150th Avenue Improvements (\$2,000,000) – Requested by the City of San Leandro, 835 East 14th Street, San Leandro CA 94577. Indications from public outreach meetings held during the planning process for this project shows great community support. The project is an integral part of the ongoing projects on the corridor, such as the Senior Center Facilities, the East 14th Street Median Improvements, and the Utilities Undergrounding project, all of which are currently under construction. Because the corridor of East 14th Street is a state route (Route 185), traffic movement improvements will improve the north-south movement of both people and commerce. The project will improve the level of service on this corridor at the end of its completion. This project has also been identified as a priority by the Metropolitan Transportation Commission's (MTC) Regional Transportation Improvement. The project is estimated to create about 40 jobs during its construction. Though the number of jobs created as a result of this improvement to the south area is unknown at this moment, it is expected to improve quality of life in both the immediate area and beyond. The businesses in the corridor have shown interest in upgrading their properties just by knowing that the project is in the works. This project will provide major relief to the Interstate 880 (I-880), a major conduit between the South Bay and East Bay/San Francisco. If funding is made available for the project, it is expected that design and Right of Way acquisition will be completed in 2010, with construction done in 2011.

I-880/Industrial Parkway West Interchange (Scoping and Environmental Phase) (\$1,500,000) – Requested by the Alameda County Congestion Management Agency, 1333 Broadway, Suite 220, Oakland CA 94612. The requested federal funds would be used to fund the project development of the I-880 / Industrial Parkway Interchange project. In addition to the federal funds, the local transportation funding would be used. This project is included in the 2008 Countywide Transportation Plan. This project would add a two-lane northbound off-ramp just north of Alameda Creek, and add an eastbound to northbound loop on-ramp to replace the current left turn connection. This project would also widen the southbound off-ramp, which would flare out to three lanes at Industrial Parkway and would include signalization modifications at the foot-of-ramp intersection. This new ramp would require construction of retaining walls and a bridge to clear the north-south tributary drainage creek. In addition, this project would provide an HOV bypass lane on the southbound loop on-ramp, replace the existing bridge structure over I-880, and provide for the accommodation of pedestrians and bicyclists. Right-of-Way acquisition would be required to accommodate the northbound on and off-ramps. An eastbound Industrial Parkway to southbound I-880 diagonal on-ramp should be included, if shown to be necessary to traffic operations. The project will contribute to improved movement of people and goods in the highly congested Bay Area and improve access to the Port of Oakland. The project will also improve access to the truck parking facility currently under study for the southeast quadrant of the interchange.

Mitchell-Mosley/5th Street Transportation Improvements (\$8,200,000) – Requested by the City of Alameda, 2263 Santa Clara Avenue, Room 320, Alameda CA 94501. Alameda Landing is being developed as a mixed-use waterfront project that will include 400,000 square feet of office space, 300,000 square feet of retail uses, 300 new homes (of which 25% will be affordable to very low-, low- and moderate-income families), and ten acres of public park, open space, and waterfront promenade. This unique project will open the waterfront, which was closed to civilians during its years in military use, to Alameda residents and regional open space enthusiasts and is a key feature of the development. The project is critical to re-shaping the City's Northern Waterfront and attracting businesses to an area long abandoned by the Navy. It will also provide additional, needed access to both Alameda Landing and the 1,000 acre former NAS Alameda by providing an east-west route through the city near the Northern Waterfront.

Nursery Ave. Highway-Rail Grade Crossing Improvements (\$500,000) – Requested by the City of Fremont, 39550 Liberty Street, Fremont CA 94538. The project will construct improvements to mitigate a vehicle queuing issue at the Nursery Ave. highway-railroad grade crossing in the City of Fremont. Nursery Ave. is a very short roadway segment (~270 feet in length) bounded on each end by Mission Blvd. and Niles Blvd. and bisected by an at-grade railroad track. The two intersection of Nursery Ave. at Mission Blvd. and Niles Blvd. are controlled by traffic signals. Due to its short length, when cars on Nursery wait at the traffic signal, the queue routinely backs up across the railroad tracks creating a potential safety issue. The two traffic signals are tied into the railroad gate control system that is activated by approaching trains and turns the traffic signals to green for cars waiting on Nursery Ave. in an attempt to clear any vehicles queuing across the track. The existing traffic signal preemption system only provides the minimum required time for the two traffic signals to react to an oncoming train. This project will implement an improved vehicle queue prevention strategy in order to minimize and/or prevent the possibility of vehicles queuing across the railroad tracks thus improving the safety at this crossing. As a result, overall safety at the grade crossing will be improved.

Purchase of the Davis Street Family Resource Center (\$500,000) – Requested by the Davis Street Community Center, Inc., 3081 Teagarden Street, San Leandro CA 94577. The Davis Street Family Resource Center requests funds to purchase the Family Resource Center's current building at 3081 Teagarden Street. Owning the building will reduce the Resource Center's overhead costs by nearly \$250,000 each year thus allowing the center to provide more services, including economic development activities, to the community for years to come. Davis Street is a pioneer in California and nationally. Our services simply are not provided anywhere else. These services include workforce development and job placement services, economic literacy and other life skills services, utility and housing assistance, child care services, the food and clothing programs, the health care clinic, and mental health programs. DSFRC is a model program that could be replicated anywhere in the U.S. Over 22,000 people were served in just six months in 2009. Over 264,000 meals were provided during that time. Over 950 people received employment assistance and support with job placement. Nearly 600 people received direct assistance to stay in their homes. More than 1,000 children receive childcare every day. Nearly 3,000 medical and dental visits are provided annually. For 40 years Davis Street FRC has provided dedicated services to community members of the 13th District.

Renovation of Fuller Lodge Affordable Housing (\$750,000) – Requested by Eden Housing, 22645 Grand Avenue, Hayward CA 94541. Federal funding will be used to renovate 26 units of housing that currently serves low-income disabled individuals who have an average annual income of \$13,000 per year. These renovations, which cannot be obtained through conventional financing or HUD programs, will extend the useful life of this structure by 20 years.

San Leandro Marina Spine-Bay Trail Connection (\$1,500,000) – Requested by the City of San Leandro, 835 East 14th Street, San Leandro CA 94577. The City-owned and operated San Leandro Shoreline provides a recreational destination for residents of San Leandro and neighboring communities and a way station for Bay Area residents enjoying the benefits of the San Francisco Bay Trail as it follows the coastline north from Hayward. Understanding the importance of the Shoreline-Marina location and wanting to enhance the areas uses of non-automotive means of travel, in 2003 the City commissioned a study of land use and connectivity known as the "San Leandro Marina Connections Plan". A key goal of the study was the improvement of the circulation system to promote walking and bicycling as primary modes of travel in the Marina area. Bicycles are encouraged in the Marina for local transportation and accessibility area-wide to reduce auto use. For longer trips around the area, bikes will be provided with a network of dedicated shared pathways to facilitate their use. Pedestrian circulation would be supported throughout the site with pathways either dedicated exclusively to pedestrians or in limited areas shared with non-motorized vehicles.

Union City Intermodal Station, Phase 1C and 2 (\$2,400,000) – Requested by the Alameda County Congestion Management Agency, 1333 Broadway, Suite 220, Oakland CA 94612. The Union City Intermodal station will provide a link between transit oriented development and regional transit systems. The regional transit systems include BART, the Capital Corridor rail service, the ACE rail service, Dumbarton Rail Corridor rail service and AC Transit and Union City bus services. The project has NEPA environmental clearance and the station modifications are under construction. This funding appropriation will fund project related right of way engineering and acquisition, including portions of the Oakland subdivision of the Union Pacific Rail Road corridor. In addition to supporting the Intermodal Station, the right of way acquisitions will facilitate development of the East Bay Greenway Project and the Dumbarton Rail Corridor Project. Mixed-use transit-oriented development will be linked with local and regional transit at the Intermodal Station. The Station will connect at least five transit services, thus facilitating regional transit opportunities. This investment will generate economic growth and strengthen the tax base to fund ongoing public services. This area is identified as a Priority Development Area by Metropolitan Transportation Commission and Association of Bay Area Governments and is receiving California Housing and Community Development housing funds to construct streets, roadways and affordable housing. The environment will benefit from this project, which will connect at least five transit services, thus facilitating regional transit opportunities and encouraging the use of public transportation to the residents of the area. This opportunity will reduce traffic congestion and support Regional Air Quality goals. In addition, it will facilitate safe movement of pedestrians, bicyclists, and other vehicles.